

HEAR HON. W. CLARENCE HUESTON.

After a careful perusal of the proposed contract to be submitted to the people on the 7th day of July, 1914, on the question of the extension of the franchise, I am of the opinion that the contract is a fair one. The people of Kansas City, Mo., are interested, first, in adequate service, and I believe that this contract provides for such service. Second, they are interested in the cost of transportation. After a study of the different systems I am of the opinion that the one in our town, which gives universal transfers is in the end much cheaper than those that give six tickets for a quarter and one transfer, as is the custom where tickets are sold for a cheaper rate.

In addition to believing that the contract is a fair one, I am for the granting of this franchise for the reason that the Metropolitan Street Railway Company in its laboring department does not draw the color line. The Metropolitan Street Railway Company employs more Negroes than any other corporation in Kansas City, Mo. The bread and butter line, so far as the Negro is concerned, is being drawn so tightly around the throat of Negroes in discriminating against them to the end that it is almost impossible for a Negro to get work in Kansas City, and because of this I have finally decided that the thing for us to do is to stay with those people who believe in giving us, at least, an opportunity to honestly toil for our bread and butter for ourselves, wives and children. Since the Metropolitan Street Railway Company is our best friend on the question of the giving us labor, and since I believe the contract to be a fair one, I unhesitatingly advise all Negroes to support the franchise and vote for its passage.

W. C. HUESTON.

LAWYER C. H. CALLOWAY FOR FRANCHISE.

To the Kansas City Sun:

The Metropolitan Street Railway Company are asking the people of Kansas City, Mo., to ratify a contract on July 7, which will enable them to give adequate service, make extensions and put on its tracks better and more commodious cars. Some of us object to riding in cars that are packed like sardines in boxes. What is the reason for this? They have not the money to buy more cars. Where is the money to come from? It must come from the East and the financiers are not going to put their money in a proposition that is already in the hands of receivers, but in this contract their rights, as well as those of the city, will be protected. Several years ago I was against the franchise, but at that time it was not in the hands of receivers, but today it is, and if this franchise will help get it out, let us pull together. We have a lot of civic pride, and it is embarrassing to Kansas Citizens when they are told by people of other cities that they are not capable of running their street car system. In voting for the franchise, we are protecting the stockholders. Many of them live in Kansas City, and have done much to make Kansas City a good place to live in. Are you going to be an enemy to the welfare of Kansas City and keep out capital, or would you rather assist her in rising to those heights of prosperity and contentment that other cities have reached?

What does the passing of this contract mean? To my mind it means more work for the laboring man, better cars, better times and more cars. It will be an encouragement and invitation to capital.

I think 5 cents fare with universal transfer in Missouri and Kansas is all that we could ask at this time, and children from 8 to 12 years 2½ cents, and children under 8 years accompanied by persons paying fares, free. Would you rather pay a 5-cent fare and have universal transfers or pay 3 cents without? Take Chicago, e. g. It is impossible to go from the north side without paying an extra fare.

Let the Negroes look well before they let the opportunity slip to help their city and incidentally help themselves. How can you think of voting any other way than for the franchise when you pass along the highway and see scores of Negroes working for the street car company? We are benefited either directly or indirectly from the employment given our people at the hands of the street car companies and the Armour interests.

C. H. CALLOWAY.

Mrs. Benton Dean, the popular milliner, has moved to 1010 Troost avenue, where she is elegantly located and will be extremely pleased to meet her many friends and customers at that number. Belle phone Main 2102J.

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NELSON C. CREWS' PREDICTION.

To the Colored Voters of Kansas City:—

After having studied carefully the Provisions of the New Franchise submitted by the Mayor, the Common Council and the Metropolitan Street Railway Company and fully believing that its Provisions satisfy the demands and meet the approval of every unbiased, fair-minded and unprejudiced Citizen of this City, I predict that the same over whelming, crushing and triumphant pluralit y of 10,000 given to Henry L. Jost in the last Municipal Campaign by men of all political affiliations, as a testimonial of their appreciation of his integrity and devotion to the interests of Kansas City and as a rebuke to the bulldozing, unfair and unscrupulous methods of the Star and Times will be the same enthusiastic, militant and triumphant majority that will be given FOR THE FRANCHISE—BECAUSE, it represents the sentiment OF THE PEOPLE which cannot be swayed nor hindered by an unscrupulous and self-serving publication.

I PREDICT 10,000 MAJORITY FOR THE FRANCHISE.

Respectfully,

NELSON C. CREWS,

Editor and Owner of the Kansas City Sun.

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IT PAYS TO ADVERTISE.

"I did not know you were keeping store here, else I would have been around to patronize you," was what a colored man was overheard to say to a colored business man a few days ago. This business man had been at the one stand for several years, but this friend did not know it. He was managing to make a living, but he had not gotten his friends' trade because he had neglected to let his friends know that he was in business.

How many friends were there just like the first? How many dollars had this colored man lost through neglect to notify the public which includes his friends.

The business man did not even resort to the somewhat out-of-date method of scattering circulars. He had never considered advertising. He, too, knew that white merchants who have built their business from small beginning to large propositions had been large users of advertising space in the newspapers. He did not seem to care to know that the public largely patronized these merchants because they let the community know what they had for sale. He was still in the beginning class, making but little more than a laborer gets.

Mr. Colored Business Man, the opportunity is yours, like that of the white man who began small. The race wants to support you, but wants you to let the public know what you have.

Try the Sun for results.

SOME OF THE STRUGGLES OF THE NEGRO PRESS.

One evening this week at the close of a very busy day I drew me up at my desk. Before me was scattered a mass of newspapers, all bearing the distinction of colored. My already tired brain and sun strained eyes almost refused the task that was set before. But from somewhere and somehow I gained courage, and plunged in by striding with the one on top—it was the Oklahoma—O. there I go, I didn't mean to call any names, but the press work on that particular journal was so poor that one could not even properly translate the answers to Booker Washington's article, asking for better traveling accommodations for Negro passengers over certain railroad lines; which was bravely undertaken. The Dallas Express came in for a similar criticism while the Boston Alliance and Conservative Councillor in void of that harmonious toning with other parts of the papers on account of too much front page advertisement. In others there were similar and even more grievous errors.

The colored papers that take first rank in typographical cleanliness and mechanical accuracy are the Amsterdam News, Richmond Planet, Kansas City Sun, and New York Age.

It is with no small degree of appreciation that I review the merits and demerits of these journals and journalists, who are struggling as I am; for to publish a Negro journal at this period means sacrifice at every stopover. I see written in great red headlines at the head of the meaneffort in the way of a Negro journal these words, "Self Sacrifice."

Our readers are more sensitive to literary abuse in a race paper than they are to the big dailies. I often have a man come into my office to complain about a stick of matter upside down in the last issue of an article that was backed up the wrong way. Now, if he, perhaps, knew that my day had been 36 hours instead of eight in comparison with his, instead of criticising he would step in and offer to pay his subscription with the hope that his mite might help a little in relieving the situation. For whenever you see faults standing out conspicuously in Negro papers there is but one conclusion to come to, and that is that finance is oh, so short.

Now, don't stand apart and laugh jeeringly or criticise an effort that you yourself are not brave enough to make. If you cannot give thousands, you can give the widow's mite and the least you pay on your subscription will be precious in the editor's sight.—California Eagle.

ADVERTISE YOUR SOCIETY.

We would like to see every lodge and society in Kansas City put their cards in The Sun. It is the most popular way to let the world know who you are, when and where you meet and your object and purpose. For the next month we will make special announcements to have you put in your lodge or society list of officers in this paper.

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Lodge Directory

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